ATCHISON WINS

End of the Disastrous Transcontinental Passenger Rate War.

Every Demand Conceded by the Union Pacific and the Northwestern-New System of Lighting Railway Cars.

The trouble between the Western lines was fully adjusted at Chicago yesterday. East-bound rates between Chicago and Cal-Ifornia will be restored on April 8, and west-bound rates April 15. The outcome of the controversy has been a complete victory for the Atchison, the Northwestern and the Union Pacific conceding every demand. The latter road also promised that the depressing influences it has of late brought to bear upon transcontinental rates shall be withdrawn. It was also agreed that on Friday of this week a meeting would be held to adjust irregularities in the working of the emigrant clearing house at New York. The Union Pacific and Northwestern have been receiving more than other lines consider their proper proportion of the business.

To Amend the Interstate Act. epresentative Storer, of Ohio, yesterday

introduced a bill in Congress to amend the interstate-commerce law. It repeals all punishments by imprisonment for violations of the interstate-commerce act, and renders the corporation itself punishable. It also repeals so much of the present law as punishes any shipper for violations of the law. Concerning the bill Mr. Storer says: "At present they are liable to the same penalties that a carrier is. The present law is ineffective. The penalty of imprisonment falls naturally upon the lower employes and servants of a great corporation, and not merely inflicts the penalty of loss of lib-erty for an action which public opinion hardly yet considers a crime, but renders it exceedingly difficult to obtain any evidence sufficient to warrant the conviction. The Supreme Court of the United States in the well-known Counselman case, in 1892, decide that as the law then stood no man connected even remotely with the transacstate-commerce law, could be compelled to testify, as he might directly or indirectly criminate himself. As the law now stands, under the amendments passed by the Fiftysecond Congress to remedy the defects pointed out by the Counselman decision, the courts have again held that the spirit, if not the letter, of the Constitution had been violated, and that so long as an act is in violation of a statute no man who was a party to it can be compelled to be a witness, even though the law seeks to protect him from future prosecutions on that account. The repeal of the provisions requiring imprisonment for violations of the law has been recommended at divers times and has met with the approval of nearly every thinking man who has given the subject serious consideration. By repeal-ing the clauses making violations of this law a penal offense on the part of the cus-tomer or the shipper, the consigner or the consignee, or their agents, it is hoped that the objections heretofore found by the court to compelling testimony of witnesses will be fully and effectually met."

Electric Lights for Cars. The Chicago, Milwaukee & St. Paul railway yesterday tested a new device for the electric lighting of railway cars. The machine, which is the invention of William Biddle, of Brooklyn, was attached to a private car bearing a party of railroad men and capitalists and run to Milwaukee and back, with results that were satisfactory to the promoters of the system. The ma-chine is to be placed upon every car, and is driven from one of the axles and geared direct from the axle to the dynamo at a ratio of three to one. The dynamo is one-horse power and wound to give a current of twenty-eight volts. One of the features of the invention is an electrical changing switch which automatically changes in the direction the car is reversed, so that in the backward movement of the train the light remains steady. The machine is automatic throughout, and the electricity is not generated when the car is moving at a rate less than twenty miles an hour. A system of storage batteries provides for a steady continuation of the light during stops of the train, and will run the lamps for five hours after the car has stopped. The lamps, during yesterday's test, gave a steady, brilliant light that did not vary in intensity during the switching and stoppage of the train.

The davice is controlled by the American Railway Electric Light Company. It is claimed by the company that the system can be operated at a cost not to exceed that of lighting by oil.

Millennial Times in Prospect. A number of railway officials were yesterday engaged in conversation, the drift of which was the peace and harmony which has descended on the railway world. The Atchison, Topeka & Santa Fe and the Southern Pacific have got together and again agreed to quit cutting each other's throats. The Central Traffic Association and trunk line roads, after several meetings, have promised to now restore and maintain rates and behave like sensible men. The lines in the Southern Association have patched up their differences and the Western Passenger Association is more free from disturbance than at any time in the last two years. The roads which formerly comprised the Chicago and Ohio River Traffic Association are now said to be liv-ing nearer to tariff rates than at any time in the past five years. There is a little friction between the roads in the Cincinnati and St. Louis pool over the Big Four carrying so many passengers, but investigation

failed to show any crookedness in getting Judge Knapp Talks to Senators. Judge Knapp, of the Interstate-commerce Commission, was before the Senate committee on interstate commerce yesterday and made a statement bearing upon the bill for the regulation of railroad pooling. He said that, in most respects, the bill was a good one, but he thought there should be an amendment authorizing the commission to fix rates in the first instance. He advanced the idea that railroads could afford to move freight at an average charge of 50 cents per mile for the car. Attorney Cowen, of the Baltimore & Ohio, and Attorney Bond, of the Richmond & Danville, who were present, took exception to this statement, saying that the estimate must be for running expenses only, and that it did not take into account the original investment, the interest account, the vexatious details which often occur nor the fact that many cars are often idle. Mr. Knapp admitted that he had estimated for running expenses only.

Personal, Local and General Notes. The Chicago & Southeastern is behind to its employes, which number about one hun-

Young Girls'Sensitiveness

and modesty often puzzle their mothers and baffle the physician. They withhold what ought to be told. Lydia E. Pinkham's Vegetable Compound

saves young girls from the dangers of organic disturbance. It relieves

suppression, retention, or irregularity of menses. .Nature has

provided a time for pur-

ification. If the channels are obstructed, the entire system is poisoned and misery comes. What will cure the mother will cure the daughter - their

organism is the same.

excursion train 318 people.

dred, \$15,000. The company is four months in arrears, but is slowly paying up. The Big Four yesterday brought over from St. Louis on its Knights of Pythias

Bellamy Sutton, ex-superintendent of the

Cairo division of the Big Four, yesterday, accompanied by his wife, left for San Francisco, expecting to be absent a month. The work of grading the Eaton & Manchester road has begun, and is under the supervision of A. L. Jenkins, of the engineering department of the Panhandle. O. P. McCarty, general passenger and ticket agent of the Baltimore & Ohio South-

western, will remain in Flordia two or three weeks for the benefit of his wife's

George W. Staats, private secretary of M. W. Mansfield, superintendent of the Indianapolis & Vincennes, who has been ill for a couple of weeks, was at his post again yesterday.

Charles C. Curtice, who represents the Vandalia in the Southwest, with headquarters at Fort Worth, Tex., is in the city visiting relatives. He brought North with him a party of ten persons. All Indianapolis lines are now adhering to the rate of \$33.50, Indianapolis to San

Francisco, one way, first class, there being no second-class tickets sold, of \$57.90 the round trip, good for sixty days. The Chicago & Alton offers \$20 reward to the passenger conductor who, during 1894, takes up the largest number of time

and annual passes which are used by persons to whom they do not belong. President Parry, of the Fort Wayne, Richmond & Cincinnati, who was very ill for some weeks, has recovered his health, so far as such a thing is possible for one who in a few days will be eighty years old. The Pittsburg, Cincinnati, Chicago & St. Louis on Monday paid \$225,000 to satisfy a judgment which Robert Sherrard, jr., had secured against the Panhandle for the value of his stock, he having refused to

enter the consolidation. Messrs. McNair & Barcey, contractors, are getting their material and men together at Bluffton, preparatory to begin-ning the grading of the Cincinnati, Union City & Chicago road, working in both directions from that point.

Harry Townsend, representing the pas-senger department of the Baltimore & Ohio Southwestern, is in the city. He states that their through business is now comparing favorably with March, 1833, but in local travel the earnings are off.

Yesterday the Toledo & Ann Arbor passed into the hands of the Eastern stockholders, and the Ashleys retired from the management. The Ashleys are said to have lost a good deal of money in the property, and are glad to be relieved. The Ohio Supreme Court yesterday, at the outset of the case in which the State is attempting to recover land on which a

depot stands in Cincinnati, overruled a demurrer, the effect of which is a victory over the P., C., C. & St. L. railroad. E. V. Debs, president of the American Railway Union, left for Omaha yesterday. He denies the report that he favored a strike on the Union Pacific. He says that, so far as the union of which he is president is concerned, it is much opposed to

The Toledo & Ohio Central has secured the right of way to take its passenger trains into the Union Station at Toledo. This company is also negotiating with the Lake Shore to run through trains from Columbus to Detroit, with sleeping and dining cars.

Superintendent Mansfield, of the Indianapolis & Vincennes, states that the shipments of corn off of the line at the present time are in excess of any time since the last year's crop was fit for the market. The coal traffic of the road has increased considerably of late.

The general passenger and ticket agents have commenced returning home from their trip to Lake Worth, Fla., to attend the annual meeting of the association, and report having had a good time, the Queen & Crescent doing all in their power to make the trip one of pleasure. Mort Pierson, late with the Vandalia, returned from Pittsburg yesterday. He says that the statement that he went there to meet Grand Chief Ramsey, of the Broth-

erhood of Railway Telegraphers, was not correct. Before doing anything, he says, he will take a good rest, the first in thir-W. H. McDoel, general manager of the Monon, has been in Lafayette for a couple of days adjusting matters with the city authorities regarding the building of the new shops there, and as all the conditions of the original proposition of the citizens

of Lafayette have been complied with, it is probable the improvement will soon be The new road projected between Chicago and Cairo is said to be independent of all other links between those points and backed by \$9,000,000 of capital, of which every cent of the money is pledged. The names of Eastern capitalists behind the movement are withheld. The new line will pass through territory which is not now

provided with the railroad facilities it should have. The Eastern press, in its financial articles, is boasting of the Louisville, New Albany & Chicago railway's future on account of its prospective business in hauling stone from Bedford to Chicago, and through its connections to many other points. The indications are that this year the road will

do more in this line than in any former year, as already over 3,500 carloads of stone have been sold. An impression prevails that C. C. F. Bent, on leaving the Ohio & Mississippi to take his present position on the Baltimore & Ohio, was taking a step backward, but an official of the road says he now holds the most important position he has ever held in his railroad career-that of superintendent of the Baltimore & Ohio between Philadelphia and Baltimore, and being the confidential man of the higher officials, who look

upon him as being a man of unusual rall-Owing to an era of economy that has commenced in Southern Pacific affairs, thirty-one clerks have been discharged from the general freight office, and the superintendent of the western division has dis-charged fifty trainmen. Forty of the latter were dismissed in one day. At a meeting of heads of departments, yesterday, it was ordered that, commencing April 1, the ex-penses of this division must be cut down \$2,000 a month more. It is also reported that a general reduction of wages is contemplated by the Southern Pacific.

President Perkins, of the Burlington, submitted his annual report yesterday. The gross earnings per mile for the year ending Dec. 31, 1893, were \$5,582, against \$6,043 in 1892. The total freight earnings were \$19,689,495, a decrease of \$3,078,511; total passenger earnings, \$8,419,079, an increase of \$1,195,925, total passenger earnings, \$8,419,079, an increase of \$1,195,936; total net earnings, \$2,204,204, a decrease of \$1,135,681. The report declares that railroad troubles are chiefly due to hard statutes which have prevented transportation being done upon business principles, have seriously crippled that great industry, and in that way helped to produce the existing depression

The first step to break up the Trunk-line Association was taken by John Newell, president of the Lake Shore road, not by George Roberts, president of the Pennsylvania lines, as first stated. President Roberts, however, seconded the resolution. At a previous meeting Commissioner Blanchard, of the Central Traffic Association, stated that the Wabash, the Nickel-plate and the West Shore roads inaugurated the low rates, and these were the roads which inaugurated the \$8 passenger rate from Chicago to New York. J. D. Layng, of the West Shore, denied this, and asserted that the West Shore got \$7 for every passenger it carried between Buffalo and New York, which would leave but \$1 for the Nickel-plate or the Wabash. Some facts were then presented which caused Mr. Layng to back down from that position.

In railroad circles the remarks published in the Journal of yesterday which were made by Chauncey M. Depew at the meeting of the trunk line presidents were much talked of, and railroad men who would not be affected by a reduction of the force of skirmishing rate cutting freight and passenger men agreed that his observations were to the point. Said one official, naming the fast freight lines: "There are now seventeen working out of Indianapolis, and the amusing feature of it is that all but five operate over some portion of the Vanderbilt lines. These seventeen lines each has a representative at Indianapolis outside the agents of the respective railway companies, and in most cases these lines have separate offices, which, when

summed up, means a heavy expense to the It was recently stated that the Cincinnati, Hamilton & Dayton, which, in connection with the Vandalia, runs through cars between Cincinnati and St. Louis, had determined to withdraw from the Cincinnati-St. Louis pool. General Passenger Agent Edwards, of the C., H. & D., did go so far as to send a letter to Commissioner Shattuc giving notice of withdrawal, but after a conference with Mr. Shattuc he withdrew the letter, and it is thought that competing lines will now live nearer up to tariff rates. The trouble has been that the Big Four has been pushing business on its St. Louis line, which led to a belief that that company was cutting rates, that the Baltimore & Ohio Southwestern was meeting the alleged cuts, and in the deal the C., H. & D. was being injured. Investigation, it is stated, has shown that the Big Four was adhering to rates, but was now making a special effort to build up its business between Cincinnati and St. Louis and between Indianapolis and St. Louis, in the latter case having put on a local sleep-

Hood's Sarsaparilla is absolutely unequaled as a blood purifier and strengthe ing medicine. It is the ideal spring medi-

ing coach to run between Indianapolis and St. Louis.

FAIR WEEK SPECTACLE

Mayor Denny and Agricultural Board Folks Have a Conference.

Proposition of the Management of "Americus" to Be Left in Commercial Club's Hands.

There was a conference in Mayor Denny's office, yesterday afternoon, between the Mayor and Messrs. Bradley, Wildman, Sanckey and Kennedy upon the question of securing a spectacular show for the city during the week of the State fair. Negotlations have been opened with Cincinnati people regarding the production of "Americus" in this city during that time. It is a spectacular show in which several hundred persons take part and includes a ballet dance with several hundred dancers on the same order as the "Fall of Babylon" and other productions that have been given at Cincinnati. Secretary Kennedy, of the State Board of Agriculture, is in receipt of a letter containing a proposition from the manager at Cincinnati.

The Secretary and Mayor Denny placed different constructions upon the proposition. Secretary Kennedy construes it to be a proposition to give the production during the week preceding and during the week of the State fair, the managers to receive the first \$5,000 of gate receipts during the first week and 50 per cent. of all in excess of that amount and the first \$4,000 of the gate receipts during the week of the State fair and 50 per cent. of all in excess of that amount for that week. Mayor Denny construes the proposition to mean that the managers of the production shall be guaranteed \$5,000 for the first week and \$4,000 for the second and receive 50 per cent. of the gate receipts in excess of these amounts. The correspondence and arrangements will be left in the hands of the Commercial Club, for the present, at least. It was suggested that the club might use a part of the \$17,000 encampment fund in securing the production of "Americus" here during the times specified. It is thought improbable, however, that the Council would countenance the use of this fund which is now in litigation for such purpose.

Sewer for Surface Water Only. Contractor James E. Twiname reported to the Board of Health yesterday that a great many persons residing on Shelby street had connected their closets with the sewer in that street, which flows into Pleasant run. He says a dairyman has been in the habit of watering his cattle in the stream a short distance below the mouth of the sewer and that gravel is taken from the stream and spread upon the streets.

A "Standard Light" Pavement. The city engineer will send to the Board of Public Works to-day a resolution for asphalting the roadway and cementing the sidewalks of Ash street, for a distance of one block, from Lincoln avenue to Seventh street. The pavement is to be what is known as "standard light," a two-inch surface of asphalt on a four-inch concrete

What It Will Do Hereafter. E. F. and Newton Claypool say they signed the petition for improving South Meridian street with brick a year ago. They say they now favor asphalt. The Works Board will in the future attempt to ascertain the wishes of the property owners upon the street to be improved before ordering any given kind of material.

Mayor Signs Ordinances. Mayor Denny yesterday approved the ordinance for the refunding of \$300,000 in bonds, passed at the last session of the Council. He also approved the ordinance requiring the Panhandle to locate a flagman at its Palmer-street crossing.

The Anti-Vaccination Case.

To the Editor of the Indianapolis Journal: In your able editorial this morning on the status of the Terre Haute anti-vaccination case now in the courts you say: "The State Board of Health is authorized to adopt rules and by-laws to prevent outbreaks and the spread of contagious and infectious diseases," all of which is right and proper. But it must be presumed under the law to act in a reasonable manner and as the servant of the people, not as their despotic master. If our authorities need they can blow up a building, but there must be need for the action. Now in the Terre Haute case there was no need for the vaccination order, as there was no smallpox there and has not been, though it was at Muncie, 150 miles away. Smallpex has an incubation period of fourteen days, so no child could have caught smallpox in less than two weeks even if the disease had been present at the time of the order. Presuming that vaccination prevents smallpox, then there was no emergency rendering the order necessary. As vaccination has no influence in preventing smallpox, the "health" board thus figures in the role of making invalids of the well. For instance, in your paper of Nov. 11, 1893, is a Muncie dispatch showing that of the 147 cases of smallpox there all the vic-tims had been vaccinated. Mr. Claude Meeker, United States consul at Bradford, England, reports that during the smallpox epidemic there last year there were 974 cases, 702 of whom had been vaccinated, 110 dying, and all that died had been vaccinated. For the twenty-three years just ended the statistics of Philadelphia show 5,000 cases of smallpox, only about 1,450 of whom had not been vaccinated. These are nothing to the examples that could be cited. Then, too, if vaccination really does prevent smallpox the penalty imposed by the Board of Health, exclusion from school, is only onerous, not protective, as no espionage of the unvaccinated children was carried out and they freely played with their fellows and went to and fro unquestioned. And the board's action is highly unreasonable, even despotic and revengeful, in still debarring the children from school privileges, even though it freely states that there is not a case of smallpox within the borders of the State.

In your closing remarks, regarding the diseases and injuries produced by vaccination, you cite one testimony as "entirely beside the point and ridiculous" for the reason that vaccination might not have caused the trouble. You overlook the fact that in this case only the questions of law and fact known personally to the witness in hand can be introduced. This is a suit at law, not an investigation before a commission, hence statistics, literature and a myriad of outside facts, including thousands upon thousands of well-authenticated cases of death and injury from vaccination, cannot be admitted, convincing as they may be to an outsider, simply because the persons who personally know of the cases here and there cannot be put upon the witness stand in this particular case.

W. B. CLARKE, M. D. Indianapolis, March 26.

Why He Believes in Vaccination.

To the Editor of the Indianapolis Journal: Whatever may be the opinion of W. B. Clarke, M. D., or any other physician regarding vaccination I have demonstrated to my entire satisfaction that vaccination is all that has been claimed for it if it is properly done. My family and myself were at the home of my father-in-law about twenty years ago, when one night he returned home from a business trip with a very high fever and the next morning broke out with the smallpox. When the family physician saw what the disease was he at once thoroughly vaccinated the entire household. He then said that as I had already been as badly exposed to it as it was possible to be he wished I would assist in the care of the patient. I did so, being continuously with him for about six weeks. Several other members of the family were in the atmosphere of the disease more or less the entire time, and yet not one of us took the disease, and we attribute our escape to the thorough vaccination we all received. The gentleman who had charge of the case was one of the leading physicians of Indiana, yet living at Madison, and he told the writer it was the worst case of smallpox he had ever seen. As to the after effects of vaccination, regarding which so much has been said, I would say that it is now over twenty years since our experience with smallpox; meantime we have all been revaccinated time and again,

and I have no hesitancy in saying that no family in Indiana has enjoyed better health than we have up to date. J. E. GRIGGS. Indianapolis, March 26. Strawberry Beds.

Orange Judd Farmer. On our three-hundred-acre farm, where cattle, horses, sheep and pigs are raised, very little attention was paid to strawberry culture. After the wild patches in the wood lot were destroyed, I began growing them in

the garden in a small way. I have learned many things about growing strawberries which I will give for the benefit of those of less experience. Select ground which has been in hoed crops for a year or two. The nature of the soil does not matter so much if it is rich. Plant varieties suited to your purpose. Get thrifty specimens from vines which have not been allowed to fruit the previous esason. When hand culture is too expensive, plant in rows four feet apart with the hills three feet apart in the row. Mark the ground for planting the same as for corn. Have a boy carry fifty or one hundred plants in a pail which has a little

water in the bottom to keep the roots moist. Make a hole in the cross marks by putting a spade in the ground and pressing it to one side, while the boy puts in the plant with its roots straight down; draw the spade out and put it down again, about two inches from the plant, and press the earth up to it. Press the dirt firmly around the roots with the foot. Let one-fourth of the plants be staminate or male. Cultivate between the rows with a horse both ways until July, after which time grow together across the three foot space, making a solid row. Pinch off all the blossoms the first summer and keep the patch free from weeds. If too thick, thin them out the following spring to a plant every six inches. When the gound freezes in the fall mulch with straw or manure. Rake the mulch off between the rows the next spring. If the bed is to be kept for another crop, re-move the mulch after they have fruited and cultivate thoroughly.

A Political Argument.

Washington Post.

"I think that one of the funniest contrasts I ever heard drawn in a campaign speech," said Representative McDowell, of Pennsylvania, "was in the Hayes-Til-den campaign, made by a man named Rogers, in my county. 'Let us suppose General Hayes is elected,' he said, 'and we look into the east room of the White House. What do we see? There is Mr. Hayes, with his family around him, with the open Bible spread upon his kneer and he is leading in evening prayer. But suppose Tilden should be elected? What would we see then? There would be Tilden, with John Kelly on his right, and John Morrissey, with a faro bank, upon his left. The picture of William H. Seward will have disappeared from the wall, and in its place will be the portrait of William M. Tweed. Which picture will you choose between, my fellow-citizens? Are we not a God-fearing, Christ-loving people's Let us vote for Rutherford B. Hayes, and then we can die with clear consciences and in the hope of a happy resurrection in the realms above.'

"I think," added Mr. McDowell, "that this touching appeal would have had more effect upon me if my friend Rogers, as soon as he had concluded, had not asked me where he could get a drink."

Conversazione. Detroit Tribune.

Suddenly the music ceased. silk who had been talking to the athleticlooking vision in pink, was at no pains to conceal her irritation "They've stopped playing," she exclaimed, petulantly.

"And I haven't said half I want to," declared the vision. They gazed into each other's eyes and nspiration came.
"I know what to do." "What?"

"Let's encore them." Presently the sound of wild applause poured through the drawing room. Then the notes of the plano rose again and human voices mingled therewith as is the custom in the most cultivated society.

Railroad employes all believe in Dr. Bull's Cough Syrup, the old standby.

Letters from Mothers

speak in warm terms of what Scott's Emulsion has done for their delicate, sickly children. It's use has brought

thousands back to rosy health.

of cod-liver oil with Hypophosphites is employed with great success in all ailments that reduce flesh and strength. Little ones take it with relish. Prepared by Scott & Bowne, N. Y. All druggists.

When Cold When Thirsty When Exhausted

try a cup of BEEF TEA made from the world-known

Liebig COMPANY'S Extract of Beef.

Which makes finest, best, cleanest most palatable Beef Tea, with the

real meat flavor. Unapproachable in quality and flavor.



Pittsburg, Cincinnati, Chicago & St. Louis Railway Company.

PITTSBURG, Pa., March 10, 1894. The annual meeting of the stockholders of the Pitsburg, Cincinnati, Chicago & St. Louis Railway Company will be held at the principal office of said company, Penn avenue and Tenth street, Pittsburg, Pa., on TUESDAY, APRIL 10, 1894,

at 11 o'clock a. m., for the purpose of receiving the annual report for 1893, the election of three directors, to succeed a like number whose term of service expires on that date, and the transaction of such other business as may properly come before the The transfer books will be closed on Sat-urday, March 24, and reopened on Wednesday, April 11, 1894.

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S. B. LIGGETT, Secretary.

Keep It Pure For which nothing equals S. S. S. It effectually removes all impurities, cleanses the blood thoroughly and builds up the general health. Our Treatise on Blood and Skin Diseases SWIFT SPECIFIC CO., Atlanta, 6a. Mailed Free to any address. 日のうりゅうりゅうりゅうりゅうりゅう

Heart's Blood

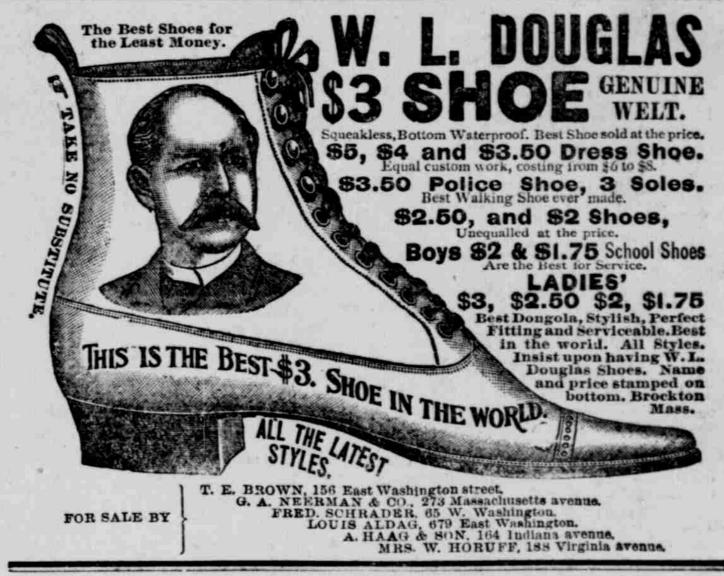
Is the most important part of your organism. Three-

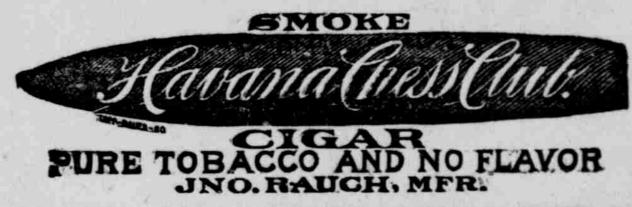
fourths of the complaints to which the system is subject

are due to impurities in the blood. You can therefore

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realize how vital it is to





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RAILWAY TIME-TABLES. Indianapolis Union Station. Trains Run by Central Time. TICKET OFFICES at Station and at corner Illinois and Washington Streets.

TRAINS RUN AS FOLLOWS:

*Daily. + Daily, except Sunday.

FROM INDIANAPOLIS TO LEAVE ARRIVE Columbus, Ind., and Louisville *3.35 am Philadelphia and New York *4.50 am Philadelphia and New York... *4.50 am Baltimore and Washington... *4.50 am Dayton and Springfield... *4.50 am Martinsville and Vincennes... *7.45 am Richmond and Columbus, O... †8.00 am Madison and Lousville... †8.05 am Logansport and Chicago... *11.15 am Dayton and Columbus.... *11.45 am Dayton and Springfield... *3.00 pm Philadelphia and New York... *3.00 pm Baltimore and Washington... *3.00 pm Columbus, Ind., and Louisville... *3.00 pm Knightstown and Richmond... †4.00 pm 13.20 pm 15 50 pm *9.00 am lumbus, Ind., and Madison, †4.00 pm

Martinsville and Vincennes... †4.00 pm †10.45 am
Pittsburg and East...... *5.10 pm *11.40 am
Dayton and Xenia *5.10 pm *11.40 am
Logansport and Chicago *11.20 pm *3.25 am VANDALIA LINE.

*2:50 pm

points. Evansville sleeper on night train.

Sleeping and parlor cars are run on through trains.

Dining cars on Trains 20 and 21. Best Line to Cincinnati. For any information call at City Ticket Office, corner Illinois street

and Kentucky avenue.
Trains arrive and depart from Union Station as follows: Cincinnati Express...... Cin., Toledo and Detroit.....*6:50 am Cin., Dayton and Detroit.....†10:50 am Cin. Vestibule Limited..... *3:05 pm Cin., Toledo and Detroit... †6:30 pm

*Daily. †Daily, except Sunday.

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THE POLE

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OFFICE-136 North Pennsylvania street. RESIDENCE-270 North Delaware street. hours, 8 to 9 a. m.; 2 to 3 p. m.; 7 to 5 p. m. Office telephone, 802. House telephone, 1215.

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